

# REPORT / RECOMMENDATION



**To:** Edina Transportation Commission

**Agenda Item #:** VI. A.

**From:** Byron Theis

**Action** ☒

**Date:** November 15, 2012

**Discussion** ☐

**Information** ☐

**Subject:** Traffic Safety Committee Report of November 7, 2012

**Action Requested:**

Review and recommend Traffic Safety Committee (TSC) Report of Wednesday November 7, 2012, be forwarded to City Council for approval.

**Information / Background:**

It is not anticipated that residents will be in attendance at the meeting regarding any of the attached issues. An overview of the comments from the Edina Transportation Commission (ETC) will be included in the staff report provided to Council for their December 4, 2012 meeting.

Director Houle will also present the interactive Map of Traffic Requests.

**Attachments:**

Traffic Safety Review for November 7, 2012.

## TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, November 7, 2012

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on November 7. The Director of Engineering, Public Works Director, Police Traffic Supervisor, and Traffic Safety Coordinator were in attendance for this meeting.

From these reviews, the recommendations below are provided. On each of the items, persons involved have been contacted and staff recommendation has been discussed with them. They were informed that if they disagree with the recommendation or have additional facts to present, they can be included on the November 15, Edina Transportation Commission and the December 4 City Council agenda.

### **SECTION A:**

Requests on which the Committee recommends approval:

1. Request for a way-finding sign at Creek Valley Road indicating the direction of the school.

Requestor lives on Creek Valley Road. Requestor states that a sign indicating the direction of the school would be helpful for visitors to the school.

This same request was submitted to the TSC in Sept. of 2011. The TSC recommended that placing a "NO OUTLET" sign in the area would be a better indication to drivers that Creek Valley Road does not access the middle school and high school. See pictures below.

After discussion, it was determined that placing a sign indicating the direction of the school would be helpful. The sign would state, "To Edina Schools".

**Staff recommends approval of a sign indicating the direction of the schools in the area.**



**Photo 1: Valley View Road looking westbound**



**Photo 2: Creek Valley Road looking northbound**

## **SECTION B:**

Requests on which the Committee recommends denial:

1. Request for a Yield sign at the southern intersection of Concord Avenue and Lexington Street.

This request is from a resident who lives on Concord Avenue. The requestor has stated that traffic northbound on Concord Avenue often times will not stop to check for oncoming traffic before continuing onto Lexington Avenue. Requestor feels that some traffic control would be helpful for the overall safety of the intersection.

This is a T-intersection with Concord Avenue running north-south and Lexington Street running east-west. Pictures are provided below. In May of 2010, a request for a Stop sign on Lexington Street was submitted to the TSC. This request was denied for lack of warrants, which the City Council concurred in May 2010.

Lexington Street is classified as a local roadway with an Average Daily Traffic (ADT) of 267 vehicles with an 85<sup>th</sup> percentile speed of 16.8 MPH east of the south leg of Concord Avenue. The street is 26 feet wide with curb and gutter on the west half of the intersection.

Concord Avenue is classified as a City Street with an ADT of 399 vehicles with an 85<sup>th</sup> percentile speed of 26.3 MPH. The street is 29 feet wide with no curb and gutter south of the intersection.

The Minnesota Manual on Uniform Traffic Control Devices (MNMUTCD) has standards in which a Yield sign can be placed at an intersection and are provided below:

*A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*

*B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*

*C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*



*YIELD or STOP signs should not be used for speed control.*

Crash records show no crashes at this intersection from 2001 to 2010. Observations conducted at this intersection conclude that majority of northbound traffic makes a right turn onto Lexington Street and continue to head north on Concord Avenue.

After discussion, staff recommended denial due to lack of warrants.

**Staff recommends denial of request for a Yield sign.**



**Photo 3: Concord Avenue looking northbound**



**Photo 4: Lexington Street looking westbound**

2. This is the second request for a stop sign at the intersection of Kellogg Avenue and 61<sup>st</sup> Street West.

The current requestor lives near the intersection of Kellogg Avenue and 61<sup>st</sup> Street West. The requestor stated that vehicles are speeding through intersection and ignoring the Yield signs. Requestor also feels that the traffic speeds are too high for the area.

The first request was submitted to the TSAC in July and it was denied due to lack of warrants; the City Council concurred on August 6. After a crash in October, a campaign by area residents prompted this second request.

61<sup>st</sup> Street West and Kellogg Avenue are both classified as local streets. There are no recorded accidents at the intersection from 2001 to 2010. There have been two recorded crashes this year, one on May 30, and one on October 1. Both crashes involved vehicles failing to yield while travelling northbound. See pictures are provided below.

The MNMUTCD has standards when a Stop sign can be placed at an intersection. It is stated below:

*The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

*A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*

*B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*

*C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

*In many low volume situations with no unusual history of intersection crashes, no control at the intersections is a cost effective strategy.*

*Research suggests that at most locations, increasing the level of intersection control will not improve safety (see FHWA-RD-81-084 Stop, Yield and No Control at Intersections).*

Traffic counts are attached. The total ADT entering the intersection equals 417 vehicles per day. This is short of the warrant listed in the MNMUTCD. The other warrants for placing a Stop sign have also not been met.

**Staff recommends denial of the request for a Stop sign at Kellogg Avenue and 61<sup>st</sup> Street West.**



**Photo 5: 61<sup>st</sup> Street looking eastbound.**



**Photo 6: Kellogg Ave looking northbound**





**PHOTO 7: Kellogg Ave looking southbound**

3. Request for additional pedestrian refuge across the main entrance to Concord Elementary School on School Road.

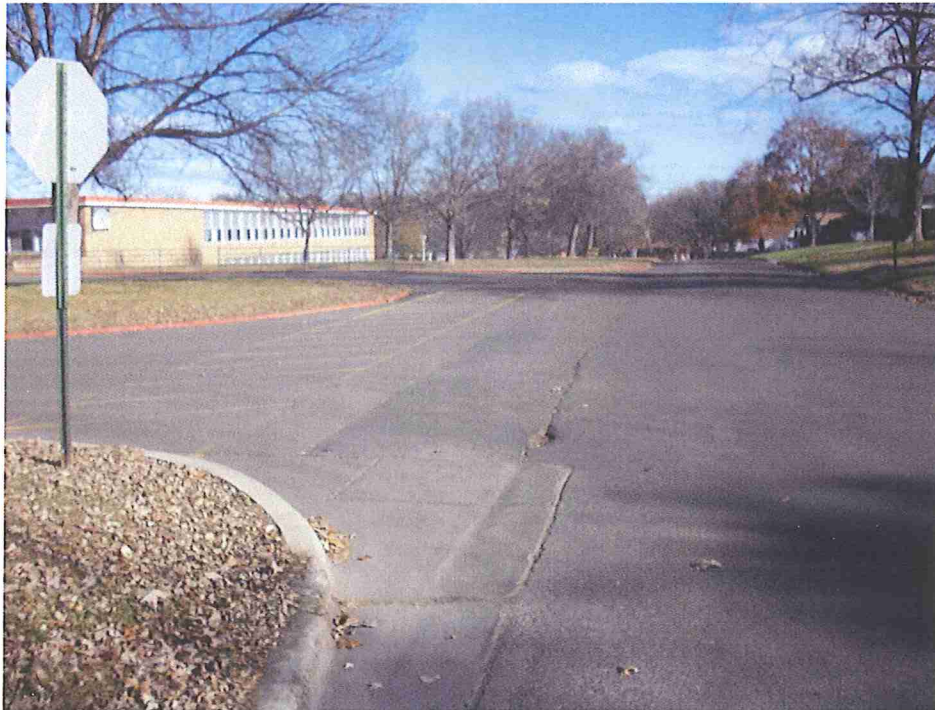
Request is from a resident who lives near Concord Elementary School. Requestor has stated that students who walk to school have little refuge from vehicles that are turning into the school parking lot. Requestor would like something to help protect students who use the crosswalk.

This area was observed previously. In 2011, a request for in-street pedestrian crossing markers to be permanently placed at that crosswalk was submitted to the TSC. It was denied based on the Edina policy for placing in-street pedestrian crossing markers. Pictures are provided below.

School Road is classified as a local roadway with an ADT of 626 vehicles and an 85<sup>th</sup> percentile speed of 34.1 MPH. The street varies in width and has curb and gutters on both sides and is also a bituminous street. There are no sidewalks on either side, and there is parking restrictions on both sides.

A possible solution would be to place delineators along the crosswalk to create a refuge for pedestrians. After discussion, it was concluded that the crosswalk is outside of the City's right-of-way, and is the property of School District. The school will be contacted and informed of the request and possible solutions. The area is also a future site for a sidewalk, which would redesign the crosswalk.

**Staff recommends advising the school district of possible solutions.**



**Photo 8: School Road looking eastbound at crosswalk**



**Photo 9: School Road looking at entrance to Concord School**



4. Request for a “BLIND ALLEY AHEAD” sign on Sunnyside Road near the alley entrance.

This request comes from a resident who lives near the alley. The requestor states that vehicles exiting the alley are often not seen by pedestrians and vehicles. The requestor feels that placing advanced warning signs to help bring attention to the alley would be helpful.

Pictures of the alley and area are provided below. There have been no relevant requests in the area regarding signs of this type. Other requests have been about the regulation of the alley itself. The sign requested would be placed on Sunnyside.

Sunnyside Road is classified as a City Street with an ADT of 4013 vehicles with an 85<sup>th</sup> percentile speed of 27.6 MPH. Observations at this intersection indicate that vehicles are not difficult to see when exiting the alley.

After discussion, it was recommended that the placement of this sign is not warranted.

**Staff recommends denial of request for “BLIND ALLEY AHEAD” sign at Sunnyside Road.**



Photo 10: Sunnyside Road looking westbound near alley entrance



**Photo 11: Sunnyside Road looking eastbound at alley entrance**

5. Request for a painted crosswalk at two locations: one at Interlachen Boulevard and Cooper Avenue and one at Interlachen Boulevard and Mirror Lakes Drive.

Requestor lives near the area of Cooper Avenue. The requestor states that students at nearby Highlands School walk across Interlachen Boulevard to get to the school. Requestor feels that the placement of crosswalks would help the students cross safer and increase driver awareness in the area.

There have been no other requests in the area of Cooper Avenue and Interlachen Boulevard. There have been a total of four crashes at Cooper Avenue and Interlachen Boulevard from 2001 to 2010. None of the crashes involved pedestrians. The intersection of Mirror Lakes Drive and Interlachen Boulevard had a total of three crashes from 2001 to 2010. None of the crashes involved pedestrians. Pictures of the intersections are provided below.

Interlachen Boulevard is classified as a Collector Street. It is a 30 feet wide bituminous street with curb and gutter on both sides. The area has hills which could create sightline issues. The area also has parking restriction on both sides.

The City of Edina criteria for placing a painted crosswalk are listed below.



*Pedestrian crosswalks shall only be placed in an area that has in excess of 20 pedestrians crossing for a minimum of two hours during any eight-hour period.*

Observations at these intersections indicate zero pedestrians crossing Interlachen Boulevard within an eight-hour period.

After discussion, it was recommended that these intersections did not meet warrants. Staff is finalizing a feasibility study to add sidewalks along Interlachen Boulevard. The crosswalks will be analyzed with that report.

**Staff recommends denial of painted crosswalks across Interlachen Boulevard.**



**Photo 12: Interlachen Boulevard looking westbound**



**Photo 13: Interlachen Boulevard looking westbound without traffic**

6. Request for a painted crosswalk at the intersection of 55<sup>th</sup> Street West and Xerxes Avenue.

This request comes from a resident who crosses Xerxes Avenue regularly to get to the bus stop. The requestor states crossing the street is very hard with the high volume of traffic. Requestor would like a painted crosswalk to help increase the visibility of pedestrians crossing.

The same request was submitted to the TSC in June 2011. The TSC deferred the decision to the City of Minneapolis and Hennepin County. Both denied the previous request. Pictures of the area can be found below.

The City of Edina criteria for placing a painted crosswalk are listed below.

*Pedestrian crosswalks shall only be placed in an area that has in excess of 20 pedestrians crossing for a minimum of two hours during any eight-hour period.*

Pedestrian counts taken in the area showed 11 pedestrians crossing Xerxes Avenue in an eight-hour period. This is below the warrants for a painted crosswalk.

**Staff recommends denial of a painted crosswalk at Xerxes Avenue and 55<sup>th</sup> Street.**





**Photo 14: Xerxes Avenue looking southbound**



**Photo 15: 55<sup>th</sup> Street West looking northbound Xerxes**

## **SECTION C:**

Requests that are deferred to a later date or referred to others.

1. Request for a “DO NOT BLOCK INTERSECTION” sign at the intersection of Arcadia Avenue and a business entrance.

This request comes from a resident who travels along Arcadia Avenue frequently. The requestor states that vehicles are blocking Arcadia Avenue to turn into the drive-thru at the businesses at the intersection of Gus Young Lane and Arcadia Avenue. Requestor would like more police enforcement in the area along with the placement of a sign that would indicate to vehicles that they should not block a street.

Arcadia Avenue is classified as a Collector Street with an ADT of 3963 vehicles, with about 700 vehicles entering the business entrance on Arcadia Avenue. Pictures are provided below. In 2005, a similar request for something to be done about traffic blocking Arcadia Avenue was submitted to the TSC. It was decided that more police monitoring and enforcement was needed. At the time, there was not a request for a sign in the area.

After discussion, it was recommended that further study was needed to understand the impact of any intersection restrictions.



**Photo 16: Arcadia Avenue looking southbound, clear intersection**





**Photo 17: Arcadia Avenue looking southbound, busy intersection**

2. Request for a Yield sign at the intersection of Highland Road and Westridge Boulevard.

This request is from a resident who lives on Westridge Boulevard. The requestor states that vehicles are having a hard time seeing other vehicles that are travelling on either road. The requestor also mentioned that the number of children in the neighborhood makes driving very dangerous without sidewalks in the neighborhood. The requestor feels that placing a Yield sign would be helpful for vehicles to establish a right-of-way. The requestor also requested that the clear-zone be looked at for compliance.

There have been no relevant requests in this area. There have also been zero crashes at this intersection from 2001 to 2010. Pictures are provided below.

Traffic counts are still being conducted at this time. Westridge Boulevard is classified as a local roadway that has a width of 27 feet with curb and gutter. Highland Road is classified as a local roadway that has a width of 27 feet with curb and gutter. Both are bituminous streets with no sidewalks or parking restrictions on either side.

A check for compliance for clear zone was conducted, and was determined that the corner is in compliance with the City Code for clear zones. The MNMUTCD has standards in which a Yield sign can be placed at an intersection and are provided below:

*A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*

*B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*

*C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

*YIELD or STOP signs should not be used for speed control.*

This request was deferred to a later date in order to get accurate traffic counts at the intersection.



**Photo 18: Highland Road looking westbound at Westridge Boulevard**





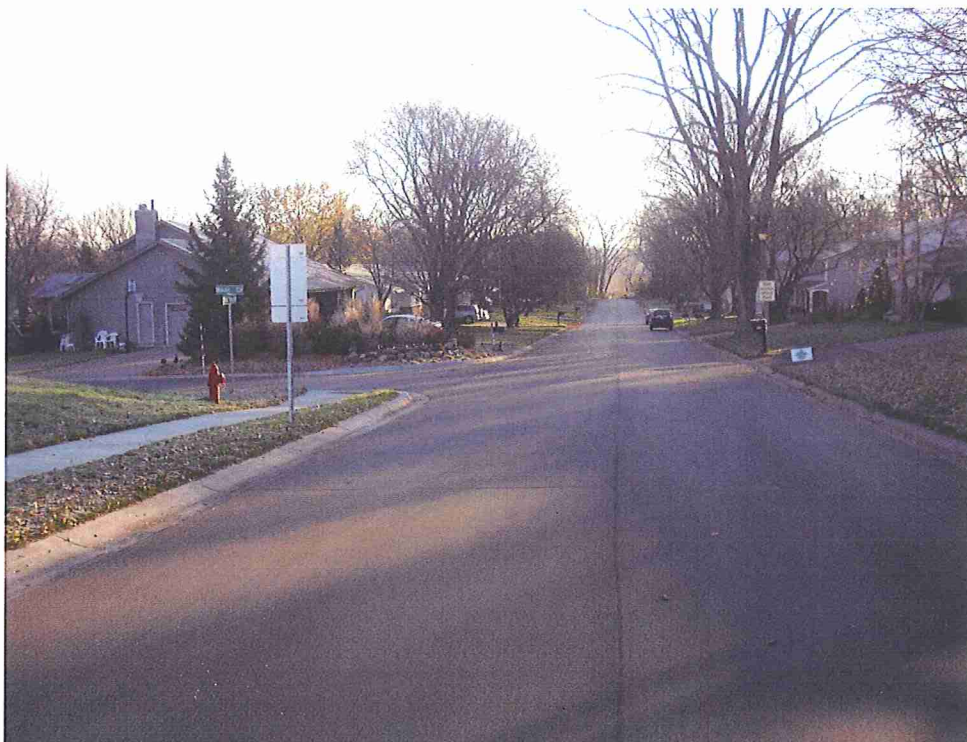
**Photo 19: Westridge Boulevard looking towards Highland Road**

3. Request for some type of traffic sign at the intersection of Nordic Circle and Creek Valley Road.

Requestor lives in the neighborhood and stated that vehicles from soccer games at the local park are not yielding or “using” the intersection properly. Requestor would like a sign to help avoid potential confusion at the intersection.

There have been zero accidents at this intersection from 2001 to 2010. Pictures are provided below. There have been no other similar requests at this intersection. Traffic counts taken at the intersection of Nordic Circle and Creek Valley have an average of 542 vehicles entering the intersection.

After discussion, it was decided that this request requires further study due to the access to the park in the area. This area will also be investigated for potential parking restrictions and its effect on traffic in the neighborhood.



**Photo 20: Creek Valley Road looking eastbound at Nordic Circle**



**Photo 21: Nordic Circle looking towards Creek Valley Road during a soccer game**

4. Request for parking restrictions on the east side of Cornelia Drive from 70<sup>th</sup> Street West to Mavelle Drive.



This request is from the supervisor of transportation for Edina School buses. Requestor states that vehicles parked on the east side of Cornelia Drive during the hours of drop-off and pick up times are narrowing the street too much. Requestor states that buses are unable to turn which is blocking traffic and causing backups. Requestor would like the parking restrictions to allow the buses better movement through the area and to reduce congestion.

Cornelia Drive is classified as a local roadway. It is a 30 foot wide concrete street with curb and gutter on both sides, with parking restrictions on the east side just south of the intersection with 70<sup>th</sup> Street West. There are no crashes in the area from 2001 to 2010. Pictures are provided below.

After discussion, it was decided that police enforcement would be the first solution to try before any parking restrictions. City Code limits parked vehicles to 6 hours (1400.10 subd. 7B).



**Photo 22: Cornelia Drive looking southbound.**



**Photo 23: Cornelia Drive looking northbound.**

#### **SECTION D:**

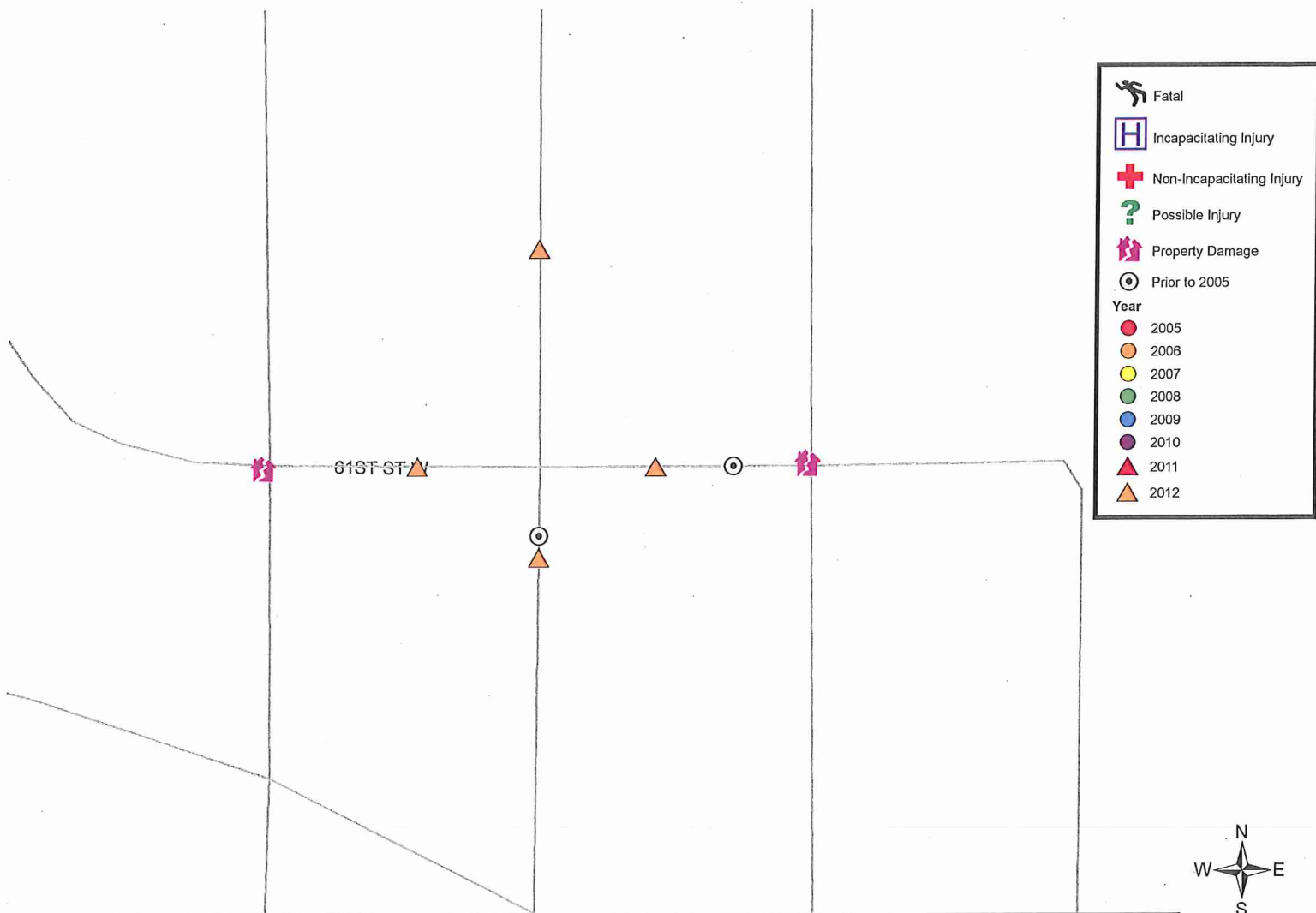
Other traffic safety issues handled.

1. Call from a resident looking for information about parking restrictions on Merilane. Resident inquired if there were any parking restrictions. Resident was informed that there are no parking restrictions on Merilane.
2. Call from a resident who wanted to discuss “pedestrian signs” on 44<sup>th</sup> Street West. Left resident a voicemail, did not receive a call back.
3. Resident called to report that vehicles were not stopping at the stop signs at the intersection of 54<sup>th</sup> Street West and Drew Avenue. Resident was informed that the signs would be taken down and replaced with Yield signs due to the construction of traffic circles in the intersection.
4. Call from a resident requesting information about the new striping on Wooddale Avenue. Resident was inquiring how to drive with the placement of the striping. Resident was informed how to drive in the new layout.
5. Call from a resident who wanted to voice opposition to the new striping on Wooddale Avenue.

6. Call from a resident with “concerns” at the intersection of 76<sup>th</sup> Street West and Edinborough Way. Left a voicemail with resident, did not receive a call back.
7. Call from a resident with questions about the new striping on Wooddale Avenue. Resident was inquiring how to drive correctly. Resident was informed of the correct way to drive with Advisory Bike lanes.
8. Call from a resident with “concerns” in Edina, location not named. Left a voicemail with resident, did not receive a call back.
9. Call from a resident with questions about the new striping on 70<sup>th</sup> Street West. Resident inquired about the size and location of future bike lanes. Resident was advised of the new bike lanes on 70<sup>th</sup> Street West, Cahil Road, Antrim Road, and Valley View Road.
10. Call from a resident with questions about the painted line on the path next to 66<sup>th</sup> Street West. Resident was informed that the stripe was for safety reasons. Resident also asked about the placement of a signal light on 66<sup>th</sup> Street West and West Shore Drive. Resident was informed that a traffic count was done and this intersection did not qualify for a signal light.
11. Call from a resident with concerns at the intersection of 78<sup>th</sup> Street West and Normandale Road. Resident would like the area to be looked at for a possible “No turn on red” sign. Called resident, did not receive a call back.
12. Call from a resident requesting temporary parking restrictions. Call was forwarded to Edina Police Department, who manages temporary parking restrictions.
13. Call from a resident requesting the speeds to be looked at on Chowen Avenue between 60<sup>th</sup> Street West and 58<sup>th</sup> Street West. A report detailing the speeds and traffic volumes is attached. Chowen Avenue is classified as a City street with an ADT of 241 vehicles and an 85<sup>th</sup> percentile speed of 29.1 MPH. A detailed speed report was sent to the Edina Police for enforcement.
14. Call from a resident with concerns about the clear zone near the intersection of Concord Terrace and Concord Avenue. Call was forwarded to Edina Police to check for compliance and enforcement.
15. Attached are the traffic counts and speed data for the 70<sup>th</sup> Street West area.
16. Attached are the traffic counts and speed data for 44<sup>th</sup> Street West.



# 2012 Traffic and Crash Data for Kellogg and 61st



Traffic Data					
Location	Description	Year	ADT*	ADT Entering Intersection	85th Speed, MPH**
1	W. 61st Street west of Kellogg	2012 Fall Recount	167	56	25.4
		2012 Fall Count	106	12	23.6
		2012	177	68	23.2
2	Kellogg Ave. north of W 61st Street	2012 Fall Count	261	106	29.7
		2012	275	82	28.5
3	W. 61st Street east of Kellogg	2012 Fall Count	146	84	23.5
		2012	125	77	22.7
		2001	2061	NA	35.3
4	Kellogg Ave. south of 61st Street	2012 Fall Count	293	171	24.7
		2012	352	205	25
		2003	437	NA	27

\* ADT is the Average Daily Traffic on a typical Monday-Friday

\*\* 85th percentile speed is the speed at which 85% of vehicles measured are travelling at or below

Crash Data				
Location	Severity	Year	Month	Time
A	Property Damage - No Apparent Injury	2008	Oct.	1605
B	Property Damage - No Apparent Injury	2008	Jan.	1505
	Property Damage - No Apparent Injury	2001	Aug.	1800





# Traffic Counts for Chowen Avenue



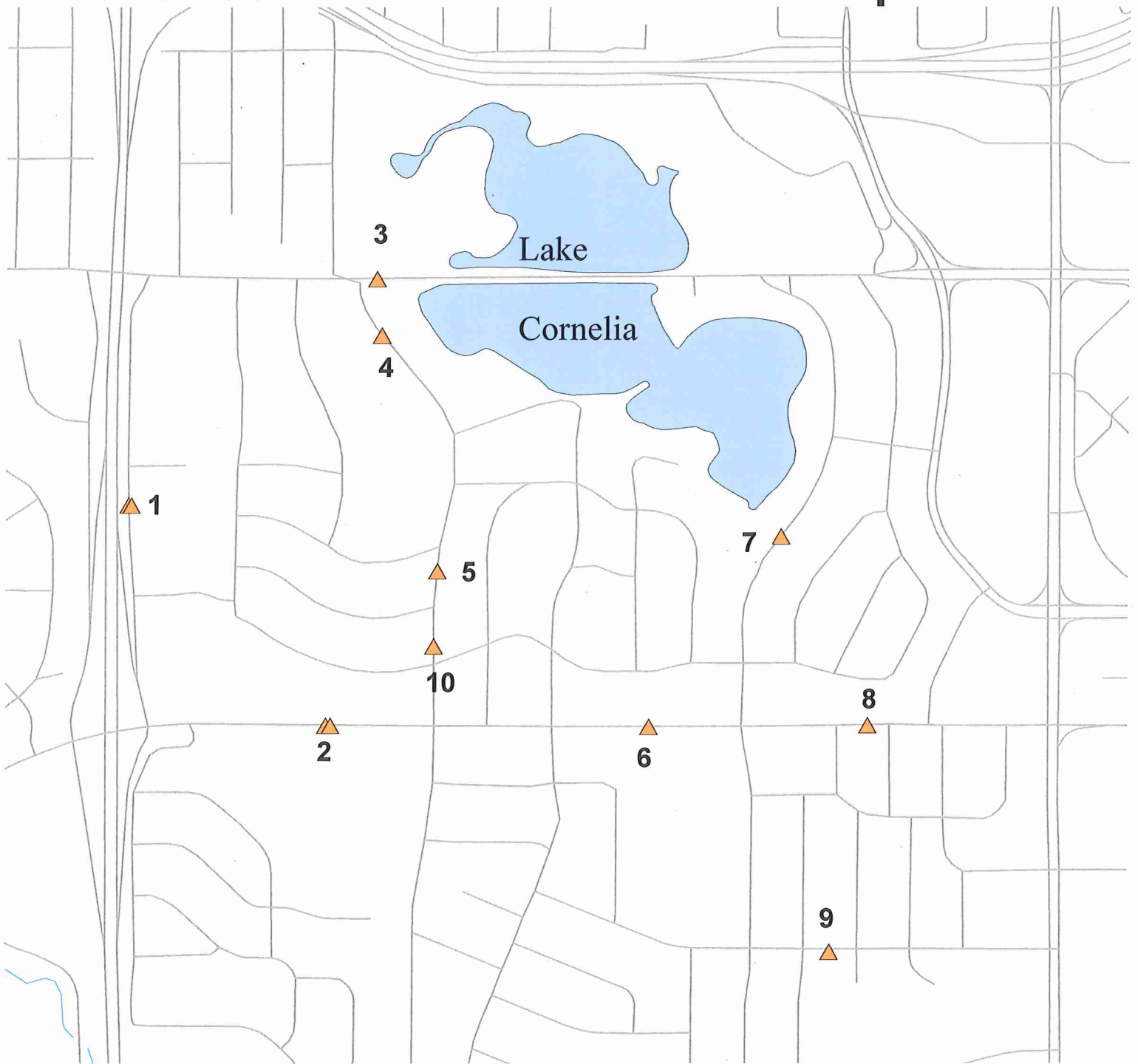
Location	Description	Year	ADT *	ADT Over 25 MPH		ADT Over 30 MPH		85th Percentile Speed **	
				NB	SB	NB	SB	NB	SB
1	Chowen Avenue South of 58th Street	2012	241	60	61	15	11	29.3	28.6
	West Shore Dr. North of Wilford Way	2010	313	67	74	16	20	29.0	29.6

\* ADT is the Average Daily Traffic on a typical Monday-Friday

\*\* 85 percentile speed is the speed at which 85% of vehicles measured are travelling at or below.



# 70th Street Area Traffic Counts and Speed Data



Location	Description	Year	ADT *	ADT Over 25 MPH		ADT Over 30 MPH		85th Percentile Speed **	
				NB	SB	NB	SB	NB	SB
1	Normandale Road south of 66th St W	2012	1678	1604	NA	1193	NA	36.8	NA
	Normandale Road south of 66th St W	2012	1873	1705	NA	1096	NA	35	NA
	Normandale Road south of 66th St W	2011 Detour	4081	3717	NA	1782	NA	32.6	NA
	Normandale Road south of 66th St W	2003	1527	NA	NA	NA	NA	30.5	NA
2	W70st east Normandale Rd			EB	WB	EB	WB	EB	WB
	W70st east Normandale Rd	2012	11717	4003	4828	1294	2156	31	33
	W70st east Normandale Rd	2012	10233	3276	4278	919	1744	30.4	32.5
	W70st east Normandale Rd	2009	12,633	NA	NA	NA	NA	NA	NA
3	W70st east Normandale Rd	2005	16224	NA	NA	NA	NA	NA	NA
	W66th St. East of West Shore Drive	2012	6434	EB	WB	EB	WB	EB	WB
	W66th St. East of West Shore Drive	2012	6198	2947	2830	2365	1608	36.6	34.1
	W66th St. East of West Shore Drive	2011 Detour	9539	2930	2795	2471	1700	37.3	35
4	W66th St. East of West Shore Drive	2010	5123	4354	5266	3567	5012	36.1	40
	W66th St. East of West Shore Drive			2684	2444	2461	2327	38.5	39.7
	West Shore Dr. South of 66th W.	2012	805	NB	SB	NB	SB	NB	SB
	West Shore Dr. South of 66th W.	2012	785	231	239	65	50	30	29.3
5	West Shore Dr. South of 66th W.	2011 Detour	897	237	256	55	92	29.6	31.3
	West Shore Dr. South of 66th W.	2008	944	172	277	35	55	28.9	29
	West Shore Dr. South of 66th W.	2006	680	NA	NA	NA	NA	NA	NA
	West Shore Dr. North of Wilford Way	2012	894	NA	NA	NA	NA	NA	NA
6	West Shore Dr. North of Wilford Way	2012	969	NB	SB	NB	SB	NB	SB
	West Shore Dr. North of Wilford Way			25	58	24	1	23.4	24.6
	W70st West of Cornelia Drive	2012	8726	58	77	11	12	25.1	25.8
	W70st West of Cornelia Drive	2012	5576	EB	WB	EB	WB	EB	WB
7	Cornelia Drive North of Dunberry La.	2012	536	2807	4280	1112	2106	32.3	33.6
	Cornelia Drive North of Dunberry La.	2012	803	3577	962	1655	303	33.3	31.4
	Cornelia Drive North of Dunberry La.	2011	1399	NB	SB	NB	SB	NB	SB
	Cornelia Drive North of Dunberry La.	2000	980	98	214	17	46	29.1	29.6
	Cornelia Drive North of Dunberry La.	2012	803	204	252	48	62	29.3	29.9
	Cornelia Drive North of Dunberry La.	2011	1399	NA	NA	NA	NA	NA	NA
	Cornelia Drive North of Dunberry La.	2000	980	NA	NA	NA	NA	NA	NA
	Cornelia Drive North of Dunberry La.			NA	NA	NA	NA	NA	NA

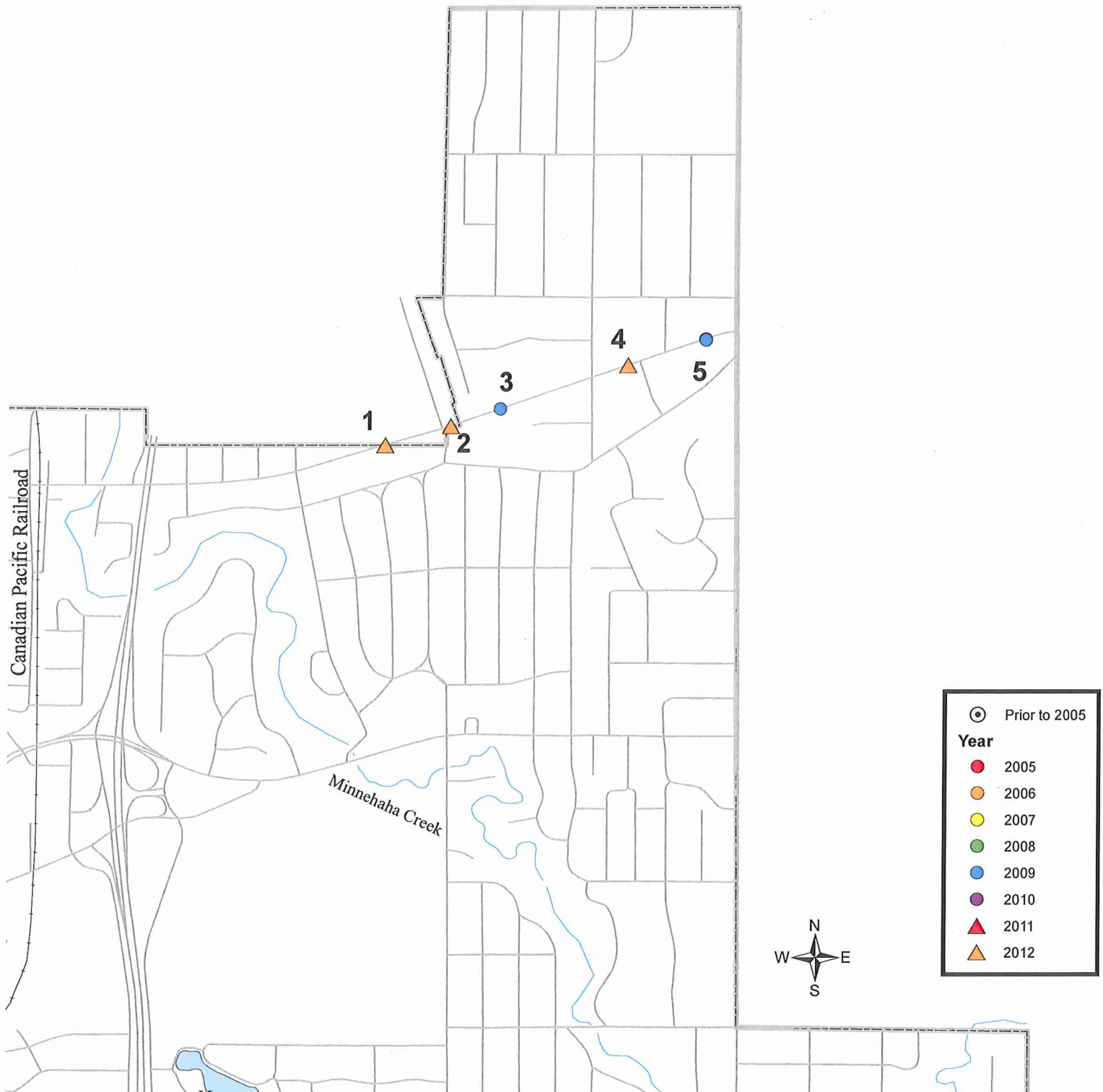


Location	Description	Year	ADT *	ADT Over 25 MPH		ADT Over 30 MPH		85th Percentile Speed **	
				EB	WB	EB	WB	EB	WB
8	W70th St. East of Heatherton Tr	2012	6671	1434	4332	712	1983	33.6	33.1
	W70th St. East of Heatherton Tr	2012	8377	3183	3211	1193	1331	32	32.6
	W70th St. East of Heatherton Tr	2001	13997	NA	NA	NA	NA	NA	NA
9	W72nd st West of Heatherton Trail	2012	1945	EB	WB	EB	WB	EB	WB
	W72nd st West of Heatherton Trail	2012	2181	101	83	4	3	24.4	23.9
	W72nd st West of Heatherton Trail	2012	2181	977	700	626	153	35.7	29.9
10	West Shore Dr. North of Dunberry Lane	2012	530	NB	SB	NB	SB	NB	SB
	West Shore Dr. North of Dunberry Lane	2012	530	44	93	11	93	29.5	30.6

\* ADT is the Average Daily Traffic on a typical Monday-Friday

\*\* 85 percentile speed is the speed at which 85% of vehicles measured area travelling at or below

# 44th Street Traffic Counts and Speed Data



# 44th Street Traffic Data

Location	Description	Year	ADT *	ADT Over 25 MPH		ADT Over 30 MPH		85th Percentile Speed **	
				EB	WB	EB	WB	EB	WB
1	44th Street west of Dart Ave	2012	2265	1116	810	507	323	32.8	32.0
2	44th Street east of Wooddale Ave	2012	2964	1468	660	535	174	31.7	30.4
3	44th Street west of Oakdale Ave	2009	4021	1469	1653	542	489	31.7	30.7
4	44th Street west of Curve Ave	2012	2984	447	583	22	46	26.2	27.6
5	44th Street west of France	2009	3312	3	5	2	2	17.5	16.8
	44th Street west of France	2005	3592	NA	NA	NA	NA	NA	NA

\* ADT is the Average Daily Traffic on a typical Monday-Friday

\*\* 85 percentile speed is the speed at which 85% of vehicles measured are travelling at or below.